DIAGRAM

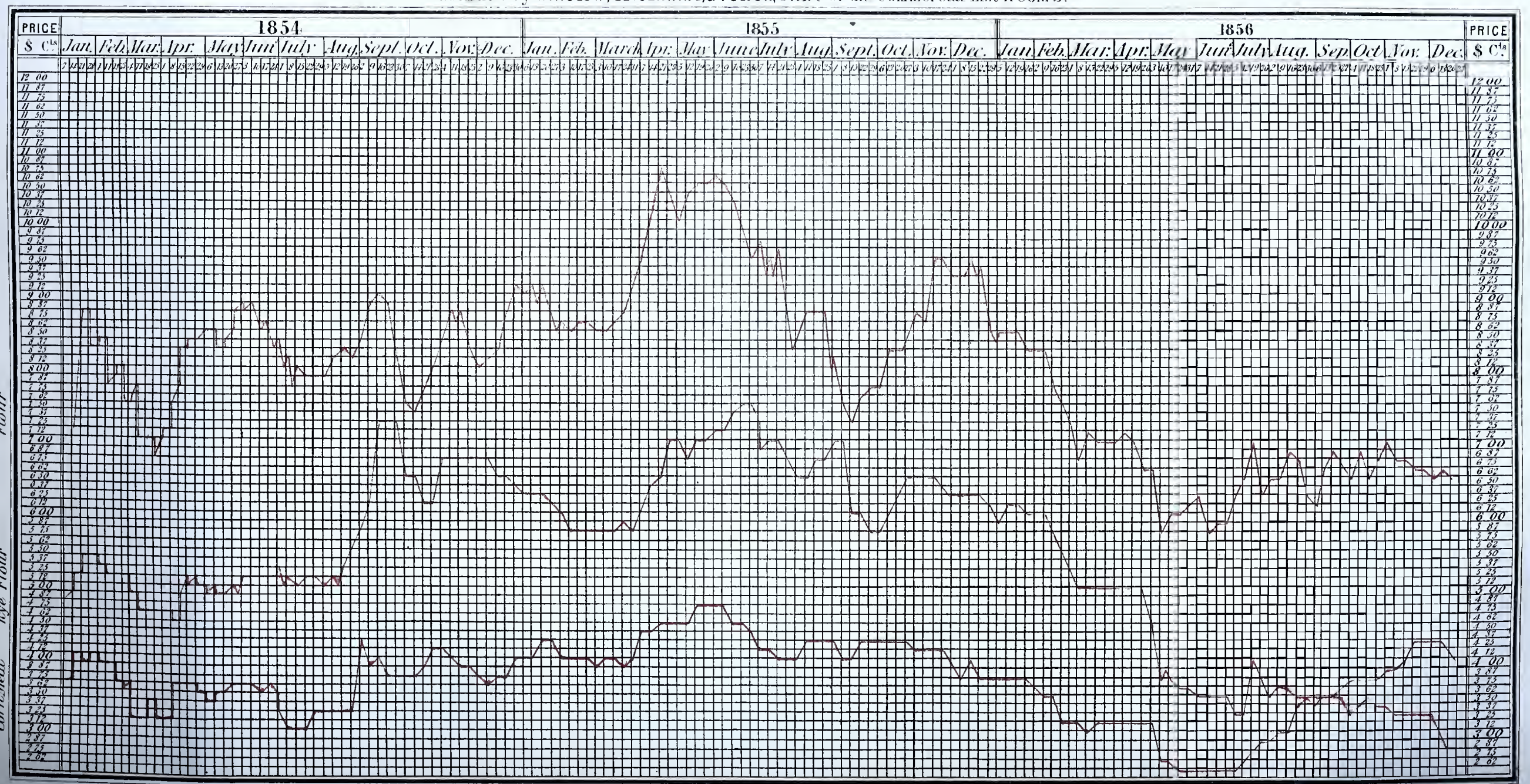
Showing the Variations in the Prices

OF FLOUR, MEAL, AND RYE FLOUR IN

Philadelphia

From Jan.y 1st 1854 to the close of 1856

Published by WINSLOW, LEISENRING, & FULTON, Office of the Commercial List 11 Gold St.



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THIRD

ANNUAL REPORT

OF THE

Corn Exchange Association

OF

PHILADELPHIA.

JANUARY 13, 1857.

PHILADELPHIA:
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THIRD ANNUAL REPORT

OF THE

BOARD OF MANAGERS

OF THE

Philadelphia Corn Exchange Association.

JANUARY 13, 1857.

A sure evidence, in commercial affairs, of the prosperity of Associations, or individuals, is to be found in a progressive annual increase of their financial income. The Board of Managers of the Corn Exchange, in the discharge of the closing duty of their official year, take pleasure in submitting a brief statement of the receipts for each of the three years of the existence of the Association:

For the year 1854 the total receipts were - - - -	$414.00
" " " 1855 " " " " - - - -	1,280.00
" " " 1856 " " " " - - - -	2,095.01

Thus showing a revenue for the year just closed, equal to more than five times the receipts of the first year of our organization, and greater by two-thirds than those of last year.

The Treasurer reports the balance in the Treasury on January 1st, 1856, - - - - - - -	$80.26
Receipts from all sources for the year ending Dec. 31st, 1856,	2,095.01
	$2,175.27
Payments for the year ending Dec. 31st, 1856, - -	2,011.13
Leaving balance in the Treasury, January 1st, 1857, -	$164.14

With an increase of income, we have, of course, to report an increase in our numbers; which now embrace 205 Members

and 22 Subscribers. The invitation publicly extended last year, to all kindred branches of Trade, to unite with us, has been happily responded to. We still proffer it most cordially. We wish to derive strength from every quarter. The merchants of Philadelphia have long needed some central rallying points, some organizations, which should fitly represent their combined energies. Although a principle of cohesion has shown itself among them in various forms of co-operative effort, these have, for the most part, lacked that active, public character, which it is the object of the Corn Exchange to possess. We wish to give our merchants more prominence, as a class, that their influence may be more sensibly felt in the conduct of measures bearing upon the commercial interests of the community. In a country, where Commerce is indeed king, and enterprises of great pith and moment are continually springing into life, the merchant's field of action is vast, and he needs all the aid which united effort can impart to individual activity. We repeat, therefore, that all are welcome, who wish to join us.

A committee was appointed by the Board early in the year, for the purpose of devising such measures as might give increased efficiency to the Association. It was their object to enlarge the sphere of its utility as much as possible. In the absence of any necessity for notable interference with the existing machinery of the Institution, they sought for new methods of profitable action. The idea was suggested that a stated general meeting of the Association should be held on one evening of each month. Our daily morning hour is so fully occupied by the business peculiar to itself, that members have little leisure to attend to any but their own private transactions at that time. Some general conference upon the interests of the entire Trade, it was supposed, could be usefully held on one evening of each month. The measure is certainly democratic in its character, and if practically adopted, would enable every member of the Corn Exchange to give free expression to his own particular views. It would be of advan-

tage to the Board, by making it more conversant with the wishes and opinions of the Association. One evening meeting of members generally, and at an interval of two weeks, another of the Board, held each month, would supply every requisite for the harmonious and vigorous co-operation of the Board with its constituency. The difficulty that opposes itself to the execution of this plan, arises from the absence that would sometimes occur of matter sufficiently novel or stimulating, to insure the general attendance of members. To obviate this difficulty, it was proposed to adopt some system of oral discussion, upon topics of general commercial interest, when those specially applicable to the Corn Trade did not present themselves. The principles of Commerce, and the multiplied forms in which they daily clothe themselves, would furnish abundant material for such discussions; but the habitual aversion of merchants to entertain questions in the abstract, or to appear at all in debate, would probably prove an insuperable obstacle to the success of such an attempt. The Committee, thus impressed, have not hitherto urged these ideas upon the attention of the Association. They believe, however, that if reduced to practice, they would be of great value. Our merchants, as a class, are certainly not sufficiently their own exponents in public debate, upon matters directly affecting their own nearest interests. The advocacy of these they intrust to others, far less informed than themselves upon the points in issue. They are content to rely upon the inferior expositions of uninterested speakers, whose principal qualification for their deputed office, is the confident self-reliance, which the habit of addressing public bodies inspires. The career of our Association would be characterized by more incident and action, if the suggestions of the committee were earnestly put in force. The sentiments of its members would be more clearly and exactly reflected in the Annual Report. They would prove a means of developing our outside influence. A reasonable ambition should impel us to extend such influence as much as possible.

As a sequel to the suggestions already made, the committee entertained the idea of founding a Library for the use of the Association. This, it was proposed, should embrace works solely of a mercantile character. These would be valuable for commercial reference. They certainly would be fit ornaments to a Hall, occupied by a body of intelligent merchants.

Beyond the ideas thus thrown out the committee did not proceed. They discerned nothing else especially worthy the attention of the Association. They commend those now offered to the consideration of members. They believe them to be entirely practicable. There is no lack of ability in the Corn Exchange to realize them, if there be not a lack of will. It was conceived best by the Board to withhold them, until they could be submitted to the full annual meeting of the Association. Some expression of the opinions of members upon these propositions is now invited.

A change having been called for, in the mode of electing the officers of the Association, and in other particulars, a meeting of members was duly convened according to the provisions of the Constitution, for that purpose. It was therein decided to transfer from the Board to the Association, the power of filling the offices of President, Secretary and Treasurer. The By-Laws, therefore, assume a new reading, and the Association will, henceforth, decide which three out of the eleven members of every Board, shall serve in the capacities just named.

It was also resolved to change the title of the Association from that of "The Flour and Grain Exchange Association of Philadelphia," to that of "The Corn Exchange Association of Philadelphia." This change is commended by the fact that our body is only known by the latter designation. It has also a mercantile merit in its greater brevity.

It was further resolved, that hereafter, the general annual meeting of the Association shall be held on the last Tuesday of January, in place of the second Tuesday of that month. The fact that the various Agricultural and Commercial statistics

of the Country will be more available for the use of the Board, in the preparation of its annual report, when rendered at the later period, gave rise to its selection. Some time is also requisite after the publication of such statistics, to master the conclusions taught by them. We require them, moreover, as suitable appendices to our reports.

It is with pleasure the Board notices the increasing attention paid to the collection of data concerning the annual products of our cereal and other food crops. These have hitherto been very rude approximations to the actual facts. Our country is still so young, and its growth westward so surprisingly rapid, that the patient inquiry which insures correctness, has not been able to overtake it. The Agricultural Division of the Patent Office, at Washington, is gradually arriving at reliable estimates of our crops. There is no function of government more wise and philosophical, than that which investigates the food resources of a people. To the merchant, such knowledge is especially valuable. It determines the location and success of our Railroads. Its wide and correct diffusion would tend to curb the occasional wildness of speculation. Much effort has been expended in modern times to compass this knowledge. All the European States pay sedulous attention to the subject. We hope to see the practical talent of our own countrymen brilliantly exemplified in the prosecution of similar researches.

The Board has had occasion to remark that many duly elected and active members of the Association, have not yet subscribed their names to the Constitution. As it is desirable our Records should show upon their face the full strength of the Association, such members are requested to comply at once with this duty. The Books now await their signatures.

The Board suggests that in future, reprints of the Constitution and By-Laws, the Tariff of our rates for buying and selling on Commission, Forwarding, &c., &c., should be included and bound up with them under the same covers. The attempt to attain an uniformity of Charges, by the members of the

Corn Trade, was the moving spring which led to the organization of the Corn Exchange. The effort has been attended with complete success. It has been followed by an era of general harmony and good feeling. These charges are so moderate in amount, and so reasonable in character, that they are not open to censure, and have not received any. It is important, therefore, that they should be steadfastly and uniformly observed. The Association is bound to sustain them with its whole moral force, and for the due enlightenment of those who are comparatively strangers among us, as well as of those who shall hereafter unite with us, the Board has made it the duty of the Secretary to present to each newly elected member of the Association, a copy of our Tariff of Rates, that they may be governed by the same in their business with consignors.

The Board has to report that another effort will be made in our Legislature this winter, to obtain a Charter for the Corn Exchange Bank. The project has received the general sanction of the Mercantile Community of this city. This need excite no surprise, when we learn by a very recent publication, that the Banking Capital of New York City alone, is now $56,000,000, which is more than twice that of the entire State of Pennsylvania. The Capital thus invested in Philadelphia, at the present time, is about $12,000,000. With such modest figures for our own City and State, there is certainly nothing extravagant in the attempt of the Corn Exchange to found a Bank under its own auspices. If banking be of any value in facilitating Commerce, it is clear that something should be done to lessen the disparity, in this particular, between our City and New York. If communities characterized by the highest degree of Mercantile shrewdness and enterprise, freely avail themselves of the use of Banks, why shall Pennsylvania and her Metropolis be singular in rejecting them? Why must Pennsylvania confine herself to the use of a Banking Capital no greater than that of little Rhode Island, and Philadelphia seek in New York City, banking facilities, which cannot be obtained here? We surely stand in need of all the aid we can

command from whatever source, to hold our own amidst the keen rivalry which surrounds us. It is foolish to insist upon idly nursing abstract theories of finance, when present needs demand present aid. Banks have become an essential part of the machinery of modern trade, and we cannot afford the affectation of being superior to the use of them. How would New York City dispose of the great Lake trade, now represented by $600,000,000 annually, with a banking capital of $12,000,000, or how would she have acquired and retained it, without multiplying those agencies which give celerity to business transactions? New York State makes use of $100,000,000 of banking capital, variously located where the wants of her Commerce demand it. We trust then our Legislature will heed the recommendation of Governor Pollock in his late message, wherein he advises a judicious increase in the number of our Banks.

It is mortifying to reflect upon impediments which needlessly oppose our progress. The fact that New York makes seven per cent., a legal rate of interest, whilst we stop at six, operates to our prejudice. A difference of this kind tends to attract to New York, capital which should remain here. It is with pleasure, however, the Board notices the recent introduction into the Senate of Pennsylvania, of a bill which virtually repeals the usury laws of this State, in their bearing upon mercantile transactions. The uselessness of continuing laws upon the Statute Book, which are almost totally disregarded in daily business, or if observed, yielding no advantage to the trading community, which they were designed to protect is obvious.

Before passing to a brief review of the Flour and Grain trade of our city, the Board wishes again to notice with favor, the project of obtaining a Charter for our Association from the State. That the Corn Exchange will continue to expand and prosper, cannot be reasonably doubted. That we shall one day occupy a fine building of our own, and possess other valuable property, is equally unquestionable. As that time may not be very far distant, and the legal rights which a Charter

would confer, it is desirable always to possess—the Board would recommend the adoption of immediate measures for that purpose. It is believed it could be obtained without difficulty, and that no time would be more favorable than the present.

The past year has presented no strikingly new features in the Flour and Grain trade of this city. There has been a general increase in the amount of business done, though not to a degree eliciting marked comment. The quantity of Flour exported to foreign ports for 1856, is 343,335 bbls. against 218,197 bbls. of the previous year. The entire business of the year, embracing exports and home consumption, amounts to nearly 1,100,000 bbls. The aggregate would undoubtedly have been much greater, had the Ohio, the great feeder of the Pennsylvania Central Railroad, not been innavigable for some months past. The export of Wheat trebles that of 1855, and the total trade in that Grain is about equal to 2,100,000 bushels. For Corn, we note down 3,000,000 bushels. The figures for other grain and produce, will be found in the tables appended to this report. The Board has not been able to satisfy itself of the accuracy of the above totals in grain, as well as it could wish. It is the proper province of the Corn Exchange, to devise some method for the attainment of greater certainty in our Grain statistics. The Board would suggest the propriety of making use of the daily record of sales, upon Change for this purpose. The books of the Flour Inspector give us a nearly correct view of the extent of that branch of our trade, but so very large an amount of Grain is disposed of in this market, without passing through the hands of the sworn measurers, and therefore without being put upon public record, that only an approximation, and that a rude one, can be made to the truth. It will be one of the fitting duties of the new Board of Managers to take this matter into consideration.

Our city Flour Mills have increased in number from eleven to fifteen during 1856. Their joint capacity is equal to 2,500 bbls. per day, showing a gain per day of 1000 bbls. over 1855. This branch of the Corn trade is thriving and progressive.—

The quality of its manufacture is exceeded by none in the country. The standard of our inspections having been raised to correspond with the fine Wheat of last summer's growth, our market offers every inducement to purchasers.

The trade in Breadstuffs of our city has not yet assumed the proportions commensurate with her wealth and population.—Her development in this respect, has been retarded by our comparatively inferior connections with the Great West, and by our slow substitution of better ones. The same causes have operated to check the growth of our foreign commerce. A want of the requisite facilities for concentrating the products of the West in our warehouses, has lessened our ability to supply ships with cargoes. We know that a better day is dawning for us, and that we are gradually overcoming the obstacles which have so long impeded us. A slight retrospect upon the history of the internal improvements of this, and our neighbor State of New York will explain the present position of the Philadelphia Corn Trade, and stimulate us to fresh exertions by showing us the bright promise of the future.

Pennsylvania was the first to originate a great western route, in the shape of a costly and well constructed Turnpike from Philadelphia to Pittsburg. She enjoyed for a time the advantages of a favorite line of travel. Had no better avenue to the West been subsequently opened, we would have retained our original superiority to this day, New York, however, projected the Erie Canal. This great work, 364 miles in length, was commenced in 1817, and completed in 1825. Upon the smooth waters of this artificial river, the cereal treasures of the West soon began to glide. The slow pace of our Turnpike, and its comparative waste of motive power, disabled us from competing successfully with the Erie Canal. We were fated to see a trade which we coveted, gradually diverted to a neighboring and rival city.

Conscious of the necessity for renewed exertion, Pennsylvania applied herself to the construction of her own system of Canals, between this City and Pittsburg. In the year which

witnessed the completion of the Erie Canal, she commenced the task. She should have undertaken it just eight years before. A State Debt of $40,000,000 attests the cost of her canal system.

The Main Line to Pittsburg has had its day. Such as it was, we could not have done without it, but broken, disjointed and costly, it could not compete with the Erie Canal. Then came the Age of Steam, and Canals ceased to meet the wants of impetuous communities. The experience of the last three years shows a marked diminution in the business of this very Erie Canal, caused by the counter influence of competing Railroads. Steam alone is an adequate symbol of the intense activities of modern Commerce, and the only agent able to satisfy its impatient wants. We were driven upon the construction of the Pennsylvania Central Railroad. We have pierced the mountains, and at last possess a continuous first class road from Philadelphia to Pittsburg. Upon this road a great and increasing business has been done. To have failed to build it, would have left the State of Pennsylvania a retrograding Commonwealth, and the City of Philadelphia a ruined metropolis. It deserves, therefore, and should receive all legitimate encouragement. Yet we have to notice a burden placed upon it by the Legislature, in the shape of an onerous tonnage tax. About one dollar per ton, equal to ten cents per barrel of flour, marks the weight of this oppressive charge upon the road. We protest against a factitious incumbrance of this kind, at a time when every exertion is necessary to recover ground we have already lost. To impose such a tax upon the Central Road is to play into the hands of rival routes, lying without our borders. Nor does it serve the purpose for which it was intended. It cannot force business upon the State Line of Canals, although it can keep it off the Central Road. We trust the Legislature will revise its action upon this subject, and remit a tax whose product, whilst forming an immaterial portion of the gross revenues of a great

State, is yet a serious obstacle to the success of a road, whose prosperity is interlinked with our own.

At last, then, the Allegheny Mountains no longer check the velocity of steam travel, and an unsurpassed iron highway stretches from the sea-board to the head waters of the Ohio. But even here a fresh want of our Commerce presents itself. We now need to convert that stream into a reliable river for the purposes of navigation. To make the Ohio really available for the great commercial uses which it is naturally designed to fulfill, artificial aid is requisite. A slack water navigation is an essential means of promoting its usefulness. This enterprise must sooner or later be undertaken. We cannot afford to abandon or neglect a great water course, capable of bearing upon its surface myriads of Steamboats, hastening to pour the wealth of the West into our lap. The various plans suggested for the improvement of this river must, ere long, take a practical shape. If northern Ohio, Indiana and Illinois find a desirable water carriage by the circuitous route of the Lakes, then should the southern portions of those great States find an equally convenient outlet to the East by the waters of the Ohio. This river is the great natural feeder of the Pennsylvania Railroad, and of the trade of our City, and should do for us the same offices that the Lakes do for New York. Until assisted by art, it can only imperfectly render them. An improvement of this kind in a river, whose capabilities are of deep interest to so many States, assumes a national character, and should be undertaken by the general government.

The Railroad System of Pennsylvania is still incomplete; and though progressing at a rapid rate, scarcely yet foreshadows the great future. A hiatus of a few unfinished miles of track impairs the usefulness of a long line of road. The absorption of Capital and Labor in these great undertakings is so vast that we cannot expect to stride at once from their conception to their execution. The railroad mileage of Pennsylvania shows an increase for 1856 of 426 miles, which is greater than that of any of her sister States. For 1857 it is

supposed the increase will be 500 miles. New York constructed only 34 miles of road during 1856. She has nearly completed her Railroad System, and is now receiving the benefit. She has kept before us with her roads, as she did with her canal, but we are sturdily struggling after. When the Pittsburg & Steubenville, and the Steubenville & Indiana Roads shall have been completed and equipped, when our connections with the South-west by the Hempfield, and with the North-west by the Sunbury & Erie, and other routes now in progress, shall have been formed, we shall possess an access to the great interior, surpassed by none. Already we can boast of an admirable connection with the Lakes, by means of the Catawissa, Williamsport and Elmira Railroads. Last year we welcomed in this Hall a deputation of gentlemen from Rochester, who came to exchange congratulations with us upon the union of the two cities by iron bands. "The City of Philadelphia is now as near in lineal distance to Buffalo, as is New York, and freights from either city to that point are precisely the same." Indeed, to quote a case in point before this Association, the freight on a barrel of flour from Elmira, the point of junction of the New York and Erie Road with the route thence to Philadelphia, is but 50 cts per barrel, against 69 cts from the same point to the City of New York. Here is surely an inducement to enterprise. A present Lake connection thus invites our efforts, whilst our own are in progress. It is the Lake trade which builds up the palaces of New York, and fills her harbor with the ships of all nations. It is this which makes western cities spring up, as it were, in a night, like the fabled creations of the Arabian genii. The increase by hundreds of millions of dollars, which a few years have witnessed in this trade, confounds belief. We take pleasure in commending this route, and the advantages it offers, to the special attention of our citizens. Do we wish to concentrate more produce in our warehoures, and on our wharves, that we may draw hither a more numerous shipping? Here, then, is one

great avenue already opened, through which we can attract the treasures of the West.

We alluded last year, in our Annual Report, to the then prospective re-establishment of the Philadelphia and Liverpool Line of Steamships. In May last four first class propeller Steamships were put upon the Line, and solicited the patronage of our citizens. These vessels came to us with a reputation already achieved in foreign service. Of recent construction, combining all the latest improvements, sound and staunch, swift and reliable, they presented every qualification which the trade of this or any other port could demand. Their performances challenged comparison with the best of the side wheel Steamships. A Line characterized by punctuality and despatch, and possessing passenger accommodations to please the most fastidious, should have received our cordial and united support. It should have been a matter of personal pride with our merchants to sustain it. We must believe they could have done so, if they had possessed the will.

We have had the mortification to witness the virtual withdrawal of two of these vessels from our port, and New York again reaps an advantage from our supineness. We are not prepared to discuss minutely the causes which have thus dashed this enterprise. We are aware that the concentration by the General Government of all her favors, and more particularly in the matter of Steamship Lines, upon New York, has given that city undue advantages for attracting to herself the foreign Commerce of the country. We hear her importuning cries for enormous gratuities on every trip her Steamships make. No very daring spirit of enterprise is requisite, where a great power assists its efforts and guarantees their success. The fact that the Philadelphia and Liverpool Line of Steamships came to us relying solely upon their own merits, and justly conceiving that a great City, known to be a vast distributing mart for the interior, must be able to sustain its ships, should have insured our support.

We do however believe, that the means still exist thoroughly

to resuscitate this enterprise. Independently of the importations of our own merchants, the great Canadian trade opened up with the United States, since the conclusion of the Reciprocity Treaty, should furnish some employment for these ships. This trade has risen in consequence of that treaty, from $1,000,000 to between $30,000,000 and $40,000,000 per annum; of this a large proportion consists of imported foreign goods, which could in no way, more promptly, readily and cheaply, have passed into the Canadas, than via Philadelphia and the Reading, Catawissa and Elmira Railroads. Let us hope that the means, which are now lying at our doors, for building up our foreign trade, may no longer be neglected.

The capital of Philadelphia has hitherto been very largely employed in Mining and Manufactures. The coal fields of our State have fascinated our monied men; their outlay in that direction has been well repaid. The Reading Railroad ranks amongst the first in the world, and its vast business has caused an immense development of our coasting trade. We should not, however, be content to rest here. We ought never to be satisfied to conduct our foreign commerce through another port. Philadelphia should strain every nerve, and freely use her money and her influence, in regaining the standing she once enjoyed as a mart for foreign trade.

We note with pleasure the slightest indications of returning interest in this important matter. The provision recently made by city Councils for the extension of our wharf lines, is one of them. Delaware Avenue needs an increased width, and the huge ships of the present day, must be sheltered in docks of equal magnitude. Experience has proved that within reasonable limits, the river may be encroached upon, without causing the evils originally feared. A contraction of the waters within narrower bounds, improves the depth of the channel, and the space lost for the manœuvering of ships, is of small consequence, since steam tugs have rendered such manœuvering unnecessary.

The Board again repeats its suggestion of last year, that

the city should furnish a second ice boat for the use of the port.

In view of our present and future wants as a commercial city, we ask some consideration at the hands of our National and State Legislatures. We ask of the former, that they may spare for us, and others, some of the favors, which they so lavishly bestow upon New York. Of our own members in Congress, we ask a vigilant attention to our interests, as well in promoting the security of our river and bay navigation, and in similar regards, as in protecting us from the insidious encroachments of scheming rivals. Of our members in Harrisburg, from whatever section of the state, we ask a candid and generous attention to measures calculated to promote the growth and dignity of their metropolis. Pennsylvanians should feel a common pride in Philadelphia, as the greatest representative of their strength and resources. As members of one family, we have a common blood and a common interest. The welfare of one, is the welfare of all.

In conclusion, the Board deeply regrets the necessity of repeating a sad duty, which has already devolved upon it, on two previous occasions, in noting the death of a member of the Association. We had hoped the year just closed, would have passed without any such melancholy occurrence. An all-wise Providence has been pleased to order otherwise. We have to lament the loss of our fellow member, Mr. Thos. W. Detwiler. Young, energetic, and upright, he was of those who form the staple of a high-toned commercial community. The Association take a melancholy pleasure in paying this slight tribute to departed worth.

By order of the Board,

GEO. L. BUZBY,
JAMES STEEL,
C. J. HOFFMAN,
HENRY BUDD,
Committee.

CORN EXCHANGE.

The Annual Meeting of the Corn Exchange Association was held on Tuesday evening, January 13th, at their room. Alexander J. Derbyshire, Esq., was called to the chair, and Mr. F. A. Godwin appointed Secretary. The report of the Board of Managers was read by Mr. George L. Buzby, and the following officers elected to serve the ensuing year:

President,

ALEXANDER G. CATTELL.

Secretary,

GEORGE L. BUZBY.

Treasurer,

JOHN DERBYSHIRE.

Managers,

Henry Budd,
C. J. Hoffman,
S. E. Malone,
H. Hinchman,
Joseph Edwards,
R. Ervien,
James J. Black,
Alexander Nesbit.

STATISTICS OF THE TRADE OF PHILADELPHIA.

ARRIVALS AND CLEARANCES IN 1856.

The number of American vessels which entered the port of Philadelphia from foreign ports during 1856 was as follows:

Ships,	83	Schooners,	92
Barques,	104	Ketches,	2
Brigs,	165		
Making a total of			446

The number of foreign vessels from foreign ports was:—

Steamships,	13	Brigs,	43
Ships,	8	Schooners,	43
Barques,	15		
Making a total of			122

And of 568 American and foreign vessels.

The number of American vessels cleared at this port during the year was:

Ships,	59	Brigs,	115
Barques,	66	Schooners,	38
Making a total of			368

The number of foreign vessels cleared during the same period was:—

Steamships,	13	Brigs,	48
Ships,	6	Schooners,	43
Barques,	17		
Or a total of			127

The entrance of coastwise vessels was as follows:—

1st quarter,	555	3d quarter,	9410
2d "	8779	4th "	7783
Total,			26,527

Making a grand total of entrances of vessels, 27,095; and of clearances, 26,934.

The imports of the city of Philadelphia for 1856, were as follows, when considered by quarters:—

First quarter,	3,596,784	Third quarter,	5,567,505
Second "	5,402,480	Fourth "	3,291,848
			17,858,617

This statement exhibits an increase over last year of $2,754,139, and over 1854 of $58,407. The cash duties received at the Custom House during the year amounted to $4,292,123.60—an increase of $938,606.29.

In relation to the GRAIN TRADE, we are indebted to Mr. Pollock, the Head Measurer, for the following interesting statement of the amount of Wheat, Corn, Rye, &c., measured at this port for several years past:

Totals for	1856.	1855.	1854.	1853.
Wheat, - - - -	1,051,591	1,046,096	731,333	950,339½
Corn, - - - -	1,801,992	1,433,458	1,182,178	967,514
Oats, - - - -	466,540	686,924	272,946	406,529
Rye, - - - -	233,389	147,889	41,496½	49,963
Barley, - - - -	84,962	31,918	39,705	31,250
Seeds, - - - -	629	416	18,040	11,451

Domestic Produce exported from Philadelphia to foreign ports, for the last three years:

	1854.	1855.	1856.
Flour, bbls., - - - -	255,189	220,079	342,040
Corn Meal, bbls., - - - -	93,352	96,973	92,605
Rye do do - - - -	7,694	13,489	15,307
Ship Bread, do - - - -	23,307	21,836	26,426
Naval Stores do - - - -	26,265	23,083	14,517
Beef do & ts - - -	7,231	8,615	7,620
Pork do do - - -	10,907	7,274	10,970
Rice, tcs., - - - - -	4,422	2,122	4,537
Wheat, bushels, - - - -	175,679	206,569	684,100
Corn do., - - - -	913,782	655,801	1,057,280
Rye do., - - - -	——	45,762	238,363
Peas and Beans, bush. - - -	9,672	7,363	10,400
Oats do - - -	1,540	3,295	2,700
Potatoes do - - -	220	5,380	1,269
Tobacco, hhds., - - - -	568	285	137
do lbs., - - - -	378,483	187,616	224,460
Soap, lbs., - - - -	1,274,679	1,089,001	1,025,606
Candles, lbs., - - - -	628,237	565,414	709,140
Tallow, lbs., - - - -	2,058,513	706,705	391,400
Bacon, lbs., - - - -	4,721,410	5,029,307	4,967,010

The following is a comparative statement of the amount of Lumber shipped by Lehigh Canal during the past twelve years:

1856 feet - -	49,430,143	1850 feet - -	41,593,070
1855 . - -	54,587,567	1849 . - -	33,868,816
1854 . - -	45,735,968	1848 . - -	31,076,781
1853 . - -	51,896,352	1847 . - -	28,103,023
1852 . - -	52,123,751	1846 . - -	27,124,046
1851 . - -	35,976,814	1845 . - -	17,944,020

The following is a statement of the amount of Flour and Meal inspected at the port during the quarters ending December 31, to which we have added the amount inspected during the same period in 1853, 1854, and 1855:

	1856.	1855.	1854.	1853.
Flour, Superfine, bbls.....	215,484	233,172	137,764	324,162
" " hf. bbls.	3,004	1,905	2,521	3,306
Fine, " bbls.....	2,094	4,361	951	3,303
Condemned.....	1,113	1,413	722	5,390
Middlings.....	2,043	3,122	515	407
Total, equal to bbls.....	222,236	243,020½	142,473	334,645
Rye Flour, bbls.....	3,236	7,989	5,163	4,760
Condemned.....	145	11		527
Total.....	3,381	8,000	5,163	5,287

AGRICULTURAL RESOURCES OF OUR COUNTRY.

The following valuable statistics, which we take from Hunt's Merchants' Magazine, give the nearest attainable approximation to the number of acres cultivated in each crop:

Land actually Cultivated in the several Crops in the U. States, in 1849-50.

Products.	*Acres.*	*Products.*	*Acres.*
Indian Corn	31,000,000	Sugar	400,000
Meadow or pasture, exclusive of Hay crop	20,000,000	Barley	300,000
Hay	21,000,000	Rice	175.000
Wheat	11,000,000	Hemp	110,000
Oats	7,500,000	Flax	100,000
Cotton	5,000,000	Orchards	500,000
Rye	1,200,000	Gardens	500,000
Peas and Beans	1,000,000	Vineyards	250,000
Irish Potatoes	1,000,000	Other products	1,000,000
Sweet Potatoes	750,000	Improved, but not in actual cultivation	17,247,614
Buckwheat	600,000		
Tobacco	400,000	Total	113,033,614

During the past fifteen years the value of the trade of the lakes has swelled from $65,000,000 in 1841 to $608,310,320 in 1856; and the whole of this grand aggregate, with the exception of $42,260,000, set down for Sackets' Harbor, Cape Vincent, Oswegatchie, Genesee, and Niagara, came through the following ports:—

Buffalo, $303,023,000; Chicago, $223,898,000; Cleveland, $162,185,-640; Detroit, $140,000,000; Milwaukie, $35,000,000; Maumee, $94,-107,000; Sandusky, $59,966,000; Oswego, $146,335,000. The tonnage of the lakes amounts to 45,426. This is one-twelfth of the total tonnage owned by the United States, and about one-fifth of the total amount employed in the coasting trade. A large part of this tonnage is employed in the trade of New York, and has done as much as any one item in contributing to its growth. When the Sunbury and Erie railroad is finished, it will open this trade to Philadelphia.

RAILROADS IN UNITED STATES JAN. 1, 1856 & 1857.

States.	Mileage. Jan. 1, '56.	Mileage. Jan. 1, '57.	Increase.
Maine,	422.2	422.2	20.0
New Hampshire,	645.5	645.5	0.0
Vermont,	515.6	515.6	0.0
Massachusetts,	1,207.1	1,285.6	78.5
Rhode Island,	78.4	85.4	7.0
Connecticut,	596.2	600.9	4.7
New York,	2,668.2	2,702.9	34.7
New Jersey,	448.3	472.3	24.0
Pennsylvania,	1,737.8	2,164.1	426.3
Delaware,	84.0	119.0	35.0
Maryland,*	371.8	377.8	6.0
Virginia,*	1,252.1	1,479.9	227.8
North Carolina,	483.0	612.0	129.0

*Including portions in District of Columbia.

Corn Meal, hhds	20	169	50	104
" bbls	27,448	27,957	16,665	50,623
" half bbls			368	120
Condemned, bbls	350	343		50

Total Inspections of Flour at Philadelphia, for the last four years:

	1856.	1855.	1854.	1853.
Flour, bbls	671,684	654,085	599,413	964,632
" half bbls	8,684	3,485	8,520	12,230
Corn Meal, bbls	95,297	97,676	85,657	97,529
" half bbls	500	852	1,174	670
" hhds	390	414	287	413
Rye Meal, bbls	19,348	31,984	22,398	16,963
Middlings	11,598	8,610	3,734	2,204

The aggregate of business on the Pennsylvania road, in the four years given in the table, in tons, is as follows:

	1856.	1855.	1854.	1853.
Through, East	88,707	106,406	45,118	34,302
Through, West	76,456	65,564	53,826	38,887
Local, East	196,230	127,614	13,321	10,152
" West	92,599	65,302	47,966	18,797
Total	453,992	364,886	160,231	102,088

The increase over 1855, it will be observed, is marked when the difficulties referred to are considered. The excess is 89,106 tons of freight—caused principally by the eastern local business. In the article of Coal alone, the increase is 28,738 tons, while in Grain, the statement exhibits 4,989,625 pounds, or nearly 84,000 bushels more than 1855; in Live Stock the increase is 14,000,000 pounds; and in Lumber and Timber over 13,000,000.

THE READING RAILROAD.

The net profits of the Reading Railroad for 1856 can be compared with those of 1855, and the 13 years previous as follows:

	Receipts.	Expenditures.
1842,	$200,000 00	$118,000 00
1843,	394,381 49	170,314 50
1844,	597,613 05	254,102 00
1845,	1,060,381 09	400,554 88
1846,	1,889,713 52	651,876 29
1847,	2,002,945 62	856,475 29
1848,	1,692,555 52	809,690 35
1849,	1,933,590 39	839,555 43
1850,	2,363,958 50	946,804 30
1851,	2,314,330 40	1,033,543 46
1852,	2,480,726 41	1,076,773 19
1853,	2,688,287 59	1,222,587 52
1854,	3,781,639 91	1,641,212 94
1855,	4,321,793 56	1,727,878 62
1856,	3,913,742 03	1,824,359 51

COMPARATIVE STATEMENT OF THE PENNSYLVANIA RAILROAD TONNAGE,

FOR 1853, 1854, 1855 AND 1856.

ARTICLES.	Sent from Philadelphia to Pittsburg.				Received at Philadelphia from Pittsburg.				Sent from Philadelphia to Way Stations.				Received at Philadelphia from Way Stations.			
	1856.	1855.	1854.	1853.	1856.	1855.	1854.	1853.	1856.	1855.	1854.	1853.	1856.	1855.	1854.	1853.
Agricultural Implements & Productions	1,352,718	236,586	41,085	.....	304,789	218,127	11,616	113,038	108,157	53,630	28,973	43,638	....	3,581	11,466	31,622
Boots, Shoes, Hats, &c.	5,321,451	6,086,425	5,425,702	5,102,305	300,941	340,904	.....	....	753,878	581,837	564,867	457,889	....	.....	.....	.....
Books and Stationery	3,116,527	2,884,035	1,958,368	1,831,008	.....	....	268,199	105,115	221,050	162,491	152 637	133,990	....	.....	.....	26,272
Butter and Eggs	.....	....	....	502	3,407,474	2,595,805	2,715,738	856,067	....	....	.....	....	2,224,011	1,500,026	1,518,551	1,602,100
Brown Sheetings and Bagging	3,495,447	4,506,520	3,875,990	2,547,250	.....	....	.....	....	408,714	205,490	122,840	164,277	....	.....	.....	.....
Bark and Sumac	.....	....	....	.....	.....	....	.....	....	....	....	.....	....	938,270	1,673,913	1,475,109	993,082
Cedarware	230,343	275,172	89,408	81,908	110,988	....	.....	10,407	239,655	187,183	122,108	112,281	....	.....	.....	.....
Confectionery and Foreign Fruits	1,592,139	1,272,208	706,678	809,768	.....	....	.....	....	358,645	310,164	263,517	294,046	....	.....	.....	.....
Coffee	9,000,354	7,926,766	3,616,668	1,232,574	.....	....	.....	....	1,601,206	1,483,657	971,142	961,048	....	.....	.....	.....
Cotton	102,607	....	....	.....	1,492,903	2,235,830	1,024,736	893,037	....	38,276	.....	13,203	....	.....	.....	6,335,480
Coal	.....	57,025	....	.....	5,150	....	....	4,500	....	35,310	13,385	18,087	159,361,437	101,808,362	59,584,648	.....
Copper, Tin and Lead	2,229,324	1,404,681	445,057	192,061	.....	....	417,430	63,437	470,391	250,266	257,118	192,519	....	990	800	.....
Camphene	.....	....	....	.....	.....	....	.....	....	....	....	.....	51,915	....	.....	.....	.....
Dry Goods	55,128,101	46,466,115	35,348,956	33,070,486	.....	676,726	463,159	440,680	3,773,091	3,453,610	2,908,970	2,640,919	....	157,097	20,344	61,919
Drugs, Medicines and Dye Stuffs	8,231,164	6,080,634	3,926,666	2,782,757	556,001	661,432	176,397	55,492	977,709	796,153	660,878	829,681	....	.....	2,811	145
Earthenware	.....	....	....	.....	50,753	87,887	147,487	....	....	....	.....	....	....	.....	.....	....
Flour	.....	145,763	....	.....	43,214,271	83,430,923	20,545,166	29,125,144	....	23,930	35,035	....	9,251,669	8,451,025	9,617,578	11,906,470
Fresh Meats, Poultry and Fish	.....	....	....	.....	246,113	....	464,166	6,000	....	....	.....	....	362,357	163,626	236,867	223,394
Feathers, Furs and Skins	.....	....	....	.....	1,508,932	1,777,410	430,281	677,368	49,568	....	.....	....	2,588	8,811	47,313	15,616
Furniture and Oil Cloth	1,904,909	1,142 303	1,775,631	551,442	187,598	190,402	70,039	39,246	423,921	297,426	298,779	209,521	26,165	10,963	52,201	49,117
Glass and Glassware	822,652	819,374	485,253	442,881	1,402,010	796,582	586,938	271,709	273,313	214,255	148,992	203,288	....	635	20,907	610
Green and Dried Fruits	.....	....	....	.....	417,914	753,486	1,720,340	3,210,915	....	....	.....	....	482,532	365,975	898,315	392,883
Grass and other Seeds	.....	....	....	.....	.....	202,520	770,468	549,829	....	....	.....	4,207	574,339	265,886	206,505	915,178
Grain, of all kinds	.....	*51,970	....	.....	24,352,306	32,232,284	1,033,541	146,049	....	....	.....	....	26,273,153	13,351,580	4,187,692	2,973,660
Groceries, (except Coffee)	13,385,475	8,987,326	3,501,589	1,894,202	64,909	232,305	537,713	109,743	5,996,011	5,838,801	.....	3,573,679	....	95,194	6,360	8,368
Ginseng	.....	....	....	.....	77,373	56,827	78,811	99,120	....	....	.....	....	84,407	.....	.....	.....
Guano	.....	214,542	685	.....	.....	....	.....	....	141,796	236,502	32,548	....	....	.....	1,000	.....
Hardware	11,154,308	8,167,291	6,620,921	4,885,946	1,126,733	1,034,268	494,398	540,704	1,923,969	1,331,260	1,319,328	1,224,759	500,571	329,079	270,618	229,896
Hides and Hair	.....	....	7,883	.....	383,996	453,025	235,897	209,932	1,793,541	2,077,998	2,558,482	1,784,718	....	62,830	149,712	75,890
Hemp and Cordage	1,219,069	646,232	66,538	124,110	263,108	1,927,621	1,056,548	1,257,429	103,556	55,792	82,580	173,625	....	.....	.....	.....
Iron, rolled, hammered, &c.	.....	....	7,644,811	227,500	.....	....	30,934	174,058	....	....	2,516,088	1,239,598	2,896,110	3,012,912	.....	475,417
Iron, railroad	603,363	6,841,716	....	.....	.....	....	.....	....	740,050	....	.....	....	....	.....	.....	.....
Iron Ore	36,565	....	....	.....	.....	....	.....	....	....	....	23,795	....	23,850	.....	.....	.....
Iron, Blooms and Pigs	22,440	....	....	.....	.....	....	.....	....	....	....	.....	11,200	2,851,411	2,213,871	1,075,284	1,264,351
Live Stock	156,451	169,639	51,355	326,305	33,824,548	23,667,139	18,361,157	6,320,100	10,960	85,335	167,460	59,115	8,529,222	4,666,633	3,205,283	3,855,695
Leather	2,063,589	1,784,107	1,282,933	855,898	615,416	778,913	490,805	21,544	144,300	143,172	92,785	155,904	2,957,226	3,242,987	2,692,862	2,291,850
Lead and Shot	.....	....	....	.....	.....	....	.....	409,871	....	....	.....	5,727	....	.....	.....	.....
Lard, Lard Oil and Tallow	.....	....	....	.....	10,126,195	7,984,457	9,363,167	5,292,295	....	....	.....	....	41,277	44,745	95,639	94,632
Lumber and Timber	3,255	....	10,187	.....	72,900	....	24,000	12,490	19,550	41,700	19,200	....	22,993,428	9,785,409	7,770,718	1,837,168
Machinery and Castings	4,356,458	3,772,182	2,017,729	2,491,490	366,675	575,965	630,390	325,272	4,048,155	2,716,748	2,062,740	1,718,337	....	6,991	63,279	.....
Marble and Cement	1,862,853	1,365,761	1,741,369	778,019	.....	....	23,643	25,289	1,127,308	1,186,135	2,388,173	683,842	....	.....	.....	.....
Malt and Malt Liquors	5,153	31,610	130,065	48,405	66,004	....	253,463	6,291	35,577	122,234	186,313	181,586	....	.....	.....	3,175
Nails and Spikes	.....	....	....	2,000	.....	....	.....	....	266,859	583,886	353,243	367,920	1,085,092	1,950,536	315,863	544,080
Oil	1,522,134	1,028,562	324,929	675,885	.....	....	.....	....	680,932	459,868	332,870	442,066	....	.....	.....	.....
Oysters	150,982	195,577	126,701	218,849	.....	....	.....	....	3,025	14,283	6,262	12,728	....	.....	.....	.....
Paper and Rags	945,018	555,634	830,274	657,833	97,505	....	45,321	14,578	....	....	.....	....	296,677	431,178	224,451	150,572
Plaster	.....	....	....	8,055	.....	....	.....	....	....	....	.....	89,636	....	.....	.....	.....
Potatoes, Turnips, &c.	.....	301,424	389,518	50,451	.....	....	1,579,529	....	....	130,588	86,811	64,227	....	.....	320,594	45,819
Pot, Pearl and Soda Ash	7,309,691	4,071,311	803,509	879,197	389,947	18,995	134,832	45,317	17,898	....	.....	....	....	.....	.....	.....
Queensware	5,517,006	3,586,431	2,213,586	1,517,487	.....	....	.....	276,219	795,976	513,698	353,010	451,569	....	.....	.....	1,185
Salt	140,025	49,278	5,755	.....	.....	....	.....	....	732,635	....	562,854	....	....	.....	.....	.....
Salt Meats and Fish	3,399,689	3,789,697	1,481,177	759,955	34,560,670	32,417,180	35,099,277	21,034,944	1,810,744	2,087,625	711,444	1,264,023	28,072	66,177	86,827	133,716
Soap and Candles	.....	....	....	13,209	1,676,719	841,723	945,208	784,131	....	....	.....	72,554	....	.....	.....	7,225
Tobacco	2,008,225	1,569,399	389,213	611,076	1,582,805	807,758	1,753,253	605,335	467,871	336,959	190,048	286,636	20,575	.....	.....	4,126
Tar, Pitch and Rosin	707,728	432,462	46,017	44,570	.....	....	.....	1,465	70,423	70,629	55,440	56,665	....	.....	.....	.....
Wines and Liquors, Domestic	2,816,695	....	....	.....	195,183	96,243	15,914	....	....	....	.....	....	....	.....	.....	.....
Do. do. Foreign	.....	1,315,951	1,100,175	702,374	.....	....	.....	....	786,726	459,272	635,632	637,026	....	.....	.....	.....
Wall Paper	.....	....	....	.....	.....	....	.....	....	....	....	.....	....	....	.....	.....	.....
Whiskey and Alcohol	.....	....	....	.....	8,860,380	6,063,257	1,812,208	965,231	....	....	.....	1,345	2,153,360	688,663	505,363	583,856
Wool and Woolen Yarn	.....	....	....	36,135	4,465,688	8,902,281	3,810,214	2,189,109	....	....	23,288	53,853	253,590	235,647	165,255	214,568
Miscellaneous	689,810	1,870,622	1,359,309	914,187	1,030,406	909,899	172,716	66,437	206,107	334,817	284,150	190,603	180,949	63,712	43,139	53,998
Total First Class	67,834,430	58,624,373	45,932,640	43,044,035	6,696,794	6,587,379	3,437,566	2,258,401	6,815,666	5,638,592	5,897,800	4,650,423	2,796,970	1,904,225	2,016,397	2,049,436
*Barley Total Second Class	48,402,410	36,396,868	22,977,912	17,036,824	11,462,084	14,185,142	11,087,560	8,984,118	12,810,094	9,794,901	8,707,412	9,333,668	5,169,926	4,273,098	4,701,706	1,971,958
Total Third Class	4,512,909	5,902,136	3,667,662	6,315,885	34,505,084	24,898,649	21,101,630	9,280,954	5,100,443	5,130,547	5,934,798	3,844,904	8,529,222	5,371,790	3,526,209	6,041,400
Total Fourth Class	32,153,969	29,175,954	17,657,124	2,2[illegible]7,773	124,751,441	167,296,978	72,025,149	57,151,131	6,857,064	6,357,140	6,092,008	3,476,290	227,897,129	143,110,024	85,679,884	7,530,264
Total for the Year	152,903,718	130,099,331	89,935,338	68,604,217	177,415,403	212,968,123	107,651,905	77,674,604	31,583,267	26,921,180	26,632,018	21,305,285	244,392,347	154,659,147	95,933,156	27,593,158

South Carolina,	677.4	706.4	29.0
Georgia,	1,002.0	1,062.0	60.0
Florida,	0.0	26.0	26.0
Alabama,	317.5	484.5	167.0
Mississippi,	254.8	431.8	177.0
Louisiana,	221.5	263.5	42.0
Texas,	0.0	57.0	57.0
Tennessee,	365.8	491.8	126.0
Kentucky,	197.9	306.7	108.8
Ohio,	2,641.1	2,869.7	228.6
Indiana,	1,438.2	1,806.8	368.6
Michigan,	470.5	559.5	89.0
Illinois,	2,132.3	2,531.2	398.9
Wisconsin,	276.4	629.9	353.5
Iowa,	88.0	253.0	165.0
Missouri,	144.3	189.7	45.4
California,	22.5	22.5	0.0
Grand total,	20,760.4	24,195.2	3,434.8

PROGRESS OF RAILROADS.

Years.	Miles.	Years.	Miles.
1828,	3	1843,	4,174
1829.	28	1844,	4,311
1830,	41	1845,	4,511
1831,	54	1846,	4,870
1832,	131	1847,	5,336
1833,	576	1848,	5,682
1834,	762	1849,	6,350
1835,	918	1850,	7,355
1836,	1,102	1851,	9,090
1837,	1,412	1852,	11,631
1838,	1,843	1853.	13,379
1839,	1,920	1854,	16.028
1840,	2,167	1855,	18,764
1841,	3,319	1856,	20,760
1842,	3,877	1857,	24,195

Miles opened in five years, ending 1832,	131
" " " 1837,	1,281
" " " 1842,	2,465
" " " 1847,	1,439
" " " 1852,	6,295
" " " 1857,	12,564

It will be observed from the above that Pennsylvania has increased her railroads, during the past year, more than any other State in the Union. New England and New York have nearly completed their railroad system: but in this State we have a great deal to do yet, and another year will probably show a still greater increase.

LIST OF MEMBERS.

Budd & Comly,
Siter, James & Co.
James Steel & Co.,
Nesbit & Garretson,
Craig & Bellas,
Freed, Ward & Freed,
Malone & Co.,
Steman & Baker,
Livingston & Co.,
Humphreys, Hoffman & Wright,
Wm. B. Potts & Co.,
L. G. Mytinger & Co.
Wm. B. Thomas,
Wm. S. Smith & Co.,
Lefevre, Black & Co.,
B. M. Bunker,
P. Fitzpatrick,
James Barratt & Son,
J. Dunwoody & Brother,
Charles Mellon,
Allen & Hugel,
S. Baldwin & Co.
Beidelman & Heyward,
Bewley, Wilson & Co.,
Behm & Crall,
T. B. Beek,
Bumm & Brother,
Bishop, Simons & Co.,
J. Alburger & Co.,
J. Kirkpatrick & Co.,
J. K. Knorr,
Koons & Herstine,
Jacob B. Lancaster,
Lewis & Damon,
A. R. McHenry,
George McHenry,
George Minster,
John Mason & Co.
P. B. Mingle,
Miller & Brother,
Mulford, Huntzinger & Co.
R. Newlin,
John G. Stevens,
John A. Dougherty & Son,
John H. Atwood,
Wm. M. Godwin,
Charles R. Smith,
Parker & Toland,
Richardson & Worl,
Jos. W. Knight,
Patterson & McGrath,
James M. Burton & Co.,
Wm. Raphael,
Jehu Clendaniel,
James S. Oellers,
Fenby & Neilson,
J. H. McColley,
James P. Perot & Brother,
Dock, Davis & Steel,
Wm. P. & A. Sharpless,
Joseph C. Kern,
D. S. Cadwallader,
Colhoun & Cowton,
L. F. Peterson,
Cookman & Brother,
Thomas Richardson & Co.
S. D. & C. Prentzell,
Alexander G. Cattell,
Wm. H. Gilpin,
S. S. Shriver & Co.,
Shipper & Detwiler,
J. W. Gaskill & Co.
John White,
F. A. Godwin,
R. Kirkpatrick & Co.
Christian & Curran,
S. L. Witmer,
Acheson & Rommel,
P. Maison,
Smedley & Rudolph,
E. F. Witmer,
Charles Raynor,
J. Kinser & Co.,
Harris, Leech & Co.,
Robeson Lea,
G. Stockman,
G. Streevy & Co.,
ONeill, Brother,
Thos. Barnett & Son,
Crouch & McConoughy,
Gray & Staley,
A. J. Austin,
Jno. Sanderson,
A. & H. Comstock,
Newbold, Shoemaker, & Roland,
Mount & Ginna,
C. J. Adams & Co.
Craig & Baker,
David Cooper,
Cope Brothers,
Cochran & Russel,
C. H. Cummings,
A. C. Craig & Co.,
A. F. Cheeseborough,
A. J. Derbyshire & Co.
C. K. Davis & Co.,
Mark Devine, Co.,
Detweiler & Hartranft.
Morris Davis,
Dallett Bros.,
Dithmar & Butz,
Joseph Edwards,
Freeman & Simpson,
Twells & Co.,
Grove & Brother,
Gaul & Lewis,
Charles Gibbs,
John Gibson, Son & Co.,
Gillespie & Zeller,
Boyer & Barclay,
Bilger & Taylor,
T. Daly Holmes,
Houston, Prettyman & Co.,
A. F. Henderson,
Howard & Co.,
Jauretche & Carstairs
B. S. Janney & Co.,
Edward Johnson,
Ivins & Allen,
Knight & Bell,
Outerbridge, Harvey & Co.,
George Ogden,
Buzby & Co.,
J. S. & E. L. Perot,
J. Palmer & Co.,
T. P. Richardson,
Rowland & Ervien,
Raymond & Moore,
George Raphael,
Ricketts & Wattson,
E. A. Souder & Co.,
James M. Smith & Co.,
Sterling & Tingley,
Workman & Co.
Thomas B. Woodward,
Thomas Wattson & Sons,
Henry Winsor,
J. H. C. Whiting.
D. N. Wetzler & Co.
Alexander Young,
Scheetz & Morris,
Alexander Kerr,
McNaughton, Carson & Co.,
J. Hartman & Son,
H. & H. W. Catherwood,
John G. Dale,
Cadwallader, Allman & Co.,
L. Knowles,
Tustin & Shewell,
Crowell & Collins,
A. J. Catherwood,
E. H. Byrne & Co.
S. & W. Welsh,
W. G. Warner & Co.,
Alter & Willeston,
W. T. Martien & Co.,
S. B. Bailey & Son,
Taitt & Wood
Z. Locke & Co.,
T. Kimber, Jr.,
J. W. Bacon,
D. C. Gunkle,
John Garretson & Co.,
J. E. Palmer & Brother,
Thomas Webster, Jr.,
W. H. Anderson,
P. Bushong & Son,
J. M. Woodward,
J. S. Butterworth,
J. & W. Buzby,
J. R. Bitner, & Co.,
Frill & Brubacker,
C. B. Hewes,
C. Heebner,
Samuel McCutcheon,
Wm. Major,
T. F. Overington, & Co.
M. B. & N. Rittenhouse,
Wm. G. Spencr,
David Shellmire,
Amos Thorp,
A. Troth,
H. W. Marshall & Co.,
Jesse Comfort,
A. Allderdice & Son,
Charles Bosler,
Josiah B. Evans,
Wm. H. Woodward,
Spencer Roberts.

OFFICE PENNSYLVANIA RAIL ROAD COMPANY,
Philadelphia, Jan. 10th, 1857.

A. J. DERBYSHIRE, ESQ:—

Dear Sir:—Referring to the recent conversation between us, in relation to the trade of Philadelphia, I will add to what I then stated, that I am now fully convinced, from the experience of the past year, that unless the "tonnage duty" imposed by the State on transportation over the Pennsylvania and Harrisburg and Lancaster Rail Roads is removed, it will be a vain effort to retain the Produce Trade of the West to our city.

The position of Baltimore is nearer, geographically, to a large portion of the Ohio and Mississippi Valleys than Philadelphia. This advantage, however, considering the character of her line of Rail Roads, is not in itself sufficient to divert the trade of that portion of the West to that city. But added to the "tonnage duty" levied by our State, (which, I have no doubt, is in opposition to the Constitution of the United States) it places an impediment to the transit of Produce through Pennsylvania; which, if suffered to continue, must permanently divert the Produce Trade of the West from Philadelphia.

The influence of this tonnage duty, in favor of Baltimore, has only been apparent during the past season. Heretofore she has had no Western Rail Road connections, and of course could not obtain that trade when the Ohio was not navigable; except over the Pennsylvania Road. This condition of things has changed, and the Western connections are, at this time, better than those of our line.

While the Ohio river is in good navigable order, the advantages that it affords for cheap transportation, counteracts, in a

measure, the effects of this tonnage duty. But, owing to the rapid disappearance of the forests along its tributaries, the navigation of that stream has became too uncertain for any city to depend upon for its prosperity. The only safe reliance, therefore, is upon Western railroad connections, and these, of course, will send their produce where it can reach the seaboard at the least cost. This will not be to Philadelhpia, while the existing unjust discrimination is continued against her by the authorities of Pennsylvania.

If the merchants and citizens of Philadelphia are willing to permit this silent, but certain agent for the diversion of their trade, to continue its operations, I have nothing more to add. I feel that I have done my duty in calling their attention to the subject. Its removal will greatly enlarge the business of this Company, but it will not materially increase its profits.

Yours, very truly,

J. EDGAR THOMSON, *President.*